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PUBLIC COMPANY

THE PUNJON MINING COMPANY, LIMITED.

AN EXTRAORDINARY GENERAL MEETING OF SHAREHOLDERS in the above named Company will be held at the COMPANY'S OFFICE, 13, BARNESFIELD ARCADE, Victoria, in the Colony of Hongkong, on **TUESDAY, the 11th NOVEMBER, 1902, at 12 O'CLOCK NOON**, for the purpose of considering, and if thought fit, passing, the following Special Resolution:

- That the Capital of the Company be increased by the creation and issue of 60,000 New Ordinary Shares of \$11 each, with the sum of \$10 paid up on each, and that the Directors be empowered and authorised to accept surrenders of the present 60,000 Ordinary Shares of the Company of \$10 each, on which the sum of \$10 each has been paid up, and that one New Share of \$11, with the sum of \$10 paid up thereon, be given in lieu of and in exchange for each old share of \$10 fully paid up, and that the said old shares be cancelled, thereupon the said old shares be cancelled.
- That of the remaining \$1 payable in respect of each of the New Shares, the sum of 50 cents be paid on the surrender of the old share, and that the remainder be called up (if necessary) and paid at such times and in such instalments as the Board may determine.

Should the above Special Resolution be passed by the requisite majority of Shareholders, it will be submitted for confirmation to a second Extraordinary General Meeting to be subsequently convened.

By Order of the Board of Directors,
W. KERFOOT HUGHES,
Secretary.

Hongkong, 25th October, 1902. [284]

THE STEAM LAUNDRY COMPANY, LTD.

WORKS—Canaway Bay (adjoining Kennedy's Strides).
TOWN DEPOT—2, BARNESFIELD ARCADE (Allways).

ALL work is done under European supervision, and the objects of the practice, common to Chinese laundries, of dumping from the mouth and steeping in the clothes are not permitted. Collection and delivery at private residences. Gentlemen's washing, 38 per month. Special terms to institutions and clubs.
G. G. ALLEN, Manager.
Hongkong, 8th October, 1902. [288]

OREGON LUMBER.

THE—Underlined, being closely connected with the leading MILLS at PORTLAND and PORT SOUND, are always prepared to book orders for any quantities at **LOWEST RATES.** **SIEMSEN & CO.**
Hongkong, 14th February, 1901. [290]

COLD STORAGE

THE—Hongkong Cold Storage Co., Ltd. have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily. Sundays excepted to receive and deliver perishable goods.
W. P. ALLEN, Manager.
Hongkong, 18th November, 1901.

NEW MAGAZINE

(To be Published Quarterly).
"THE EAST OF ASIA."

JUST ISSUED

CONTAINING—A series of Special Interest. Profusely Illustrated, descriptive of the People, Customs, &c. of the Far East. Price \$1.50.
At Messrs. KELLY & WALSH, LTD.
Hongkong, 6th March, 1902. [271]

FIFTEEN MONTHS IN THE ARCTIC.

Routledge's representative has had an interview with Mr. Evelyn H. Baldwin, the leader of the Barrow-Ziegler Expedition, which lately returned to Norway on the conclusion of fifteen months' work in the North Polar sea. The explorer, who is in vigorous health, said—

Like every other man who has started for the North Pole and has returned without reaching it, my companions and myself are naturally somewhat disappointed at not having attained that goal. I am the more so, because no previous expedition ever entered the frozen north with the same qualifications for success as we did. Our ship, equipment, instruments, staff, and stores, left nothing to be desired, and it is impossible to imagine in what directions Mr. Ziegler, who had so generously paid for the whole undertaking, could have made more perfect arrangements. Before going into the details of what we have accomplished, I think it only right to say that a number of unauthorized and wholly mischievous reports have appeared regarding the personnel of our expedition. There have, it is true, been some disagreements, as in most other expeditions of this sort, and this is scarcely surprising when a number of men are cramped together under the most distressing and depressing conditions through the long Arctic night, but they have been unduly magnified, and it is not from this cause that my failure to reach the Pole is to be attributed, and I want to say that no leader of an expedition had with one or two exceptions, a more willing, loyal, and competent staff.

A PHOTOGRAPHIC RECORD.

We did not reach the Pole, it is true, but in the course of nearly a year and a half's incessant work we have accomplished more than the unfortunate expeditions which surrounded us really warranted, and have in addition brought back data which ought to materially assist subsequent seekers after the Pole. For the first time in the history of North Polar exploration a photographic record has been secured of the ice and snow conditions of the Arctic, and of the animal life of these regions, so complete as to be practically exhaustive. In this respect the cinematograph has played a most important part, the first time it has ever been successfully employed in the far north—and we now have over a thousand perfect photographic representations of our work, which alone is perhaps not unworthy of a year's effort. In addition we have over two hundred drawings and paintings. I admit that our primary object was to plant the American flag at the North Pole, and we still hope to do so, and believe more fully than ever that this can be done in accordance with our original plan. The first cause that prevented us from reaching the Pole was the exasperatingly forbidding character of the ice in the Franz Josef Land Archipelago in the autumn of 1901, which prevented the navigation of the America far enough north to be of practical advantage in establishing headquarters so as to facilitate sledging work in the winter and spring of the present year. I felt from previous experience and knowledge of Arctic literature that at least one of the numerous ways of reaching the Franz Josef Land Archipelago would be open to arrival at some time during either the summer or autumn of 1901, but last year proved to be an exception, and we were compelled to go into winter quarters at Camp Ziegler, the station which we established upon our first arrival in Franz Josef Land, in 80deg. 30min. north, whereas our original plan was to spend the winter at least a degree further north, if not actually off an coast of Radolf Land itself. This was the first disappointment. Then followed the melting and death of many of the dogs, even before the cold Arctic night began. This was owing, as the careful investigations of our three physicians conclusively proved, to the ravages of three distinct internal parasites, which ultimately proved fatal to more than half the pack. These two causes rendered anything more than an attempt to beat the record of the farthest north absolutely impossible, and this, although I believe we could have accomplished it beyond any doubt, I would not undertake, as such a course would have involved the destruction of our equipment and the consumption of our stores, and this precluded the carrying out of our original project.

ESTABLISHMENT OF DEPOTS.
Briefly, my scheme was first to establish ourselves as strongly as possible upon the northernmost land of the Archipelago before attempting any dash to the Pole. After spending our first winter in this depot I intended, before the return of the sun, to throw out advance parties to establish depots at intervals of 30 miles or so, as to begin the last Polar dash from that point. All this, as I have pointed out, was upset by the causes already named. In evidence of our sincerity in carrying out the primary object of the expedition, we have now the satisfaction of pointing to the establishment of our depots, from which it will now be possible to dispatch parties from Radolf Land without it being necessary to endanger a ship at a higher latitude than Camp Ziegler. In the establishment of our depots on the coast of Radolf Land we are prevented from placing it upon the immediate northern edge of the island owing to open water extending from the very head of the Foulfitts Bay (the site of the Abruzzi headquarters), southward twenty-five or thirty miles, and as far west as could be seen by the naked eye.

CAMP ZIEGLER.
Although we have formed four large stations, for the transport of which an ordinary Arctic vessel would be required. The most southerly of these is on Algor Island, about eighteen miles farther north than Elmwood, the headquarters of the Jackson-Harmsworth expedition, and

about eighty miles farther east. This was made in September of last year, and has been named Camp Ziegler. It contains a large quantity of stores, and is erected on the shore of a safe harbour for any ship reaching these latitudes. There are two substantial wooden huts, one filled with stores. Besides the huts there is also a shed for the accommodation of reindeer animals. Within the station, which is securely protected against the ravages of bear and fox, is a record of our doings and further information.

Close on the 31st parallel is our second station, on Greeley Island, which lies between Kane Island and a larger island which we charted this spring and named President McKinley Island. This station was named Kane Lodge. It consists of a house filled with stores and equipment. This exceptionally fine outpost was established in March last, and served as a base for our work northward to Radolf Land. Thirty-five miles nearer the Pole is a third depot, containing five thousand pounds of condensed foods, situated in a most desirable location for future operations. This is placed on an island discovered by us which I have not yet named. Our fourth and most northerly station is, as already stated upon Radolf Land, and within sight of the winter headquarters of the Duke of the Abruzzi. This originally intended for our first dash to the Pole. In the establishment of these depots we were obliged to travel over the same ground at least ten times. This severe work naturally led to the weariness of our sledges, many of which, in the intense cold, became exceedingly brittle, and went to pieces like glass especially when traversing the heavy snow which we encountered in the northern part of the archipelago.

THE FINDING OF NANSEN'S RECORD.
This work was exceptionally trying, with a temper of 4 below zero on the 31st of May, and reflected the greatly credit on the sledging party, twenty-eight in number. From January 21 to May 21 we were continuously engaged in sledging, and upon the conclusion of the establishment of the depots a further sledge journey was made to Cape Norway, where we came upon Nansen's winter hut. We were all deeply affected when upon morning a member of our party discovered a piece of walrus hide near the shore ice, which indicated the proximity of a human habitation. After some search we found what at first looked like a broad grave mound, almost completely covered with snow. This proved to be a rude hut, which we at once knew to be the spot where Nansen and Johannsen spent their winter. A portion of this had been gnawed away by foxes and bears, but fortunately Nansen's record was intact. This was contained in a small brass cylinder three inches in length, and secured by a rough wooden stopper. The document, dated May 18, 1896, was written in pencil on a half-sheet of ordinary paper. I have this with me, and in its place have left my own record, giving an account of our visit. We stayed here two days in order to obtain paintings and photographs, and then proceeded to explore President McKinley Island. On the conclusion of that we returned to Camp Ziegler, further field work being impossible owing to the rapid disintegration of the ice. This, which was caused by strong currents of the sea blowing across the low embankments between the islands, forced large open water holes with astonishing rapidity.

On June 8 the America, which had been at Camp Ziegler since our first arrival, was set free by its means, and compelled the use of our reserve supply of coal at least six weeks earlier than I had anticipated. At this time the ship was contained in a peril of being crushed by a fleet of icebergs, which were blown across the current in the open water space, and there was nothing for it but to use all available means in order to avoid collision with the bergs. We were thus compelled before our coal was exhausted to leave Camp Ziegler and to escape with the ship into the open sea.

FIFTEEN LIONS DESPATCHED.
The day previous to our departure we sent up fifteen and a half balloons, by which means altogether three hundred messages had been dispatched. To each of these balloons was attached a string of buns, which by means of automatic contrivances, were released as they floated, land, or water. As north-easterly winds prevailed, it is likely that these balloons were driven on to the great field of ice which this year blocks the entire eastern coast of Spitzbergen to such an extent that no vessels, as is now known, have been able to navigate during the entire summer the western waters of the Barents Sea. As the ice drifts southward along the eastern coast of Spitzbergen, these buns will furnish important data concerning both ice and currents. Each bun is numbered and contains a detailed record of all conditions prevailing at the time of its being sent off. Every bun is addressed to the nearest American Consul, who will deliver it to his discovery.

TRICKLE STRUGGLE WITH THE ICE.
On July 1 we began our dash to Camp Ziegler, having first of all put everything in order about it. In the situation of that day we finally nailed up the doors of the huts, secured our signals, and went on board the America. This was an exciting performance, as large quantities of drift ice surrounded us and made the embarkation of our remaining animals an

arduous and hazardous task. Eventually all was safely on the ship, and we commenced our homeward journey. This was the beginning of a never-to-be-forgotten struggle with the ice. For the first fifteen miles we had for the most part to back the ship and deliberately charge the ice, or to blast with dynamite or cut with heavy saws a lane through the ice, which was often 3ft. thick. This involved sixteen days of incessant toil. Before reaching the open water, which lay between the southern coast of the archipelago and the heavy pack ice of the Barents Sea, the America was caught in a violent storm and ice-screw, in which we only narrowly escaped destruction. Our rudder was twisted and the propeller-frame broken. A ship less strong than the America would have been lost. On July 17 we reached a place of safety to the southward of Cape Fieser, where we again entered the pack ice in about latitude 79deg. and began the ordeal of penetrating the main pack, which, until the 28th degree, was exceedingly heavy, and through which we escaped only by carefully watching the floes. With these, which were all between ten to fifteen miles in length, we were continuously surrounded. For an entire month, while navigating the ice with an ever-decreasing coal supply, our anxiety was very great, and we were greatly relieved when we at last reached open water.

THE BEARS AND THE STAR-ANGLED BANNER.
I am glad to be able to say that not only has every member of the expedition safely returned, but that we never had a serious case of illness. The depression during the long Arctic night was of course great, but we were really all too busy to pay much attention to our moods. In the intervals of work we did our best to keep up our spirits. Fortunately we were a musical company, and the bears must often have been surprised at the strains of the Star-Spangled Banner" were wafted through the icy darkness. During the whole winter we were working night and day. At times the entire company was told off into two shifts, there being always plenty to do in caring for the animals, making sledges and equipment, and in taking observations.

The presence of so many dogs—we had at one time over 200 during the winter—kept the camps greatly clear of bears, but sometimes they would surprise us. On one occasion two of our members, while sledging, were with one of the ponies, which were upon the beach, which came upon them unawares. They were quite unarmed, and were remarking at the absence of game, when they espied a few feet in front of them a great white bear, which immediately charged. Their pony forthwith stampeded, dragging the sledges with it, and leaving the two men quite defenceless. The great presence of mind they displayed, the instant they perceived the danger, was the top of which they clambered, while the bear was momentarily watching the precipitate flight of the horse. Then he turned, and growling viciously, followed the men up the berg. The latter succeeded in escaping by the opposite side, but were closely followed by the bear, which, however, refused to approach when they nearest the safety of the ship.

There were many narrow escapes while sledging across the ice, and more than once ponies, sledges and contents were precipitated into the water, from which they were dragged up with considerable difficulty. There were numerous instances of whole dog teams, harnessed to the sledges, wildly charging herds of walrus, with which they fought fiercely at the very edge of open water-holes much to the peril of the drivers, dogs, and loads.

In conclusion Mr. Baldwin said—
The wild idea of an open polar sea is baseless. We know that land extends as far as the 83deg. degree on the Franz Josef Land side, and it is from here that I believe the Pole will be reached. I quite agree with Lieutenant Parry that the most practical way of attaining the Pole is by sledging from this point. This is indeed the plan on which our expedition worked.

Refreshing and Agreeable.
CALVERT'S CARBOLIC TOILET SOAP.
Applauds Antiseptic Soap for bathing, pure Carbolic Acid. Should be used regularly to improve the skin and complexion and prevent infection.
F. C. CALVERT & Co., Manchester, Eng.
[2594-2]

CARTRIDGES! CARTRIDGES!

JUST LANDED A NEW STOCK OF
JELLYS AND KYNOLDS SPORTING CARTRIDGES AND NEWCASTLE CHILLED SHOT.
20 BORE CARTRIDGES
12 " " " " " "
10 " " " " " "
10 " " " " " "
10 " " " " " "
Wm. SCHMIDT & Co.,
Thameside,
Ponikong, 6th January, 1901. [215]

QUAN WAH & CO.

GRANITE MONUMENTS.
No. 1, QUEEN'S ROAD EAST.
Estimates, Designs & Prices on Application.
All descriptions of Granite for Export.
Hongkong, 17th October, 1900. [2774]

THE "INVINCIBLE" COMBINED OIL MOTOR AND CENTRIFUGAL PUMP.

THE LATEST AND BEST WATER RAISER IN THE MARKET.

INDISPENSABLE TO CULTIVATORS FOR IRRIGATION.

It is light in weight. Easily started and worked. Clean in working. Compact and very portable.

SIMPLICITY ITSELF.

Pump will swirl on its bed-plate.

WHEN NOT REQUIRED FOR PUMPING, THE MOTOR CAN BE UTILISED TO DRIVE MACHINERY.

THE "INVINCIBLE" CENTRIFUGAL PUMP MAY ALSO BE DRIVEN BY STEAM ENGINE OR ELECTRIC MOTOR DIRECT, OR BY BALT, AND HAS A WORLD-WIDE REPUTATION FOR DRAINAGE, IRRIGATION AND MINING; ALSO FOR SEWAGE, WATER WORKS, AND OTHER PUMPING PURPOSES.

CATALOGUES MAY BE OBTAINED ON APPLICATION TO THE OFFICE OF THIS PAPER.

J. & H. GWYNNE, LD., ENGINEERS.
HAMMERSMITH IRON WORKS, W., AND
"GWYNNE" LONDON.
81, CANNON STREET, LONDON, E.C. [1205-2]

INSURANCES

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are prepared to accept Fire, Marine, and Chinese Risks at Current Rates.
SIEMSEN & CO.,
Hongkong, 25th May 1895. [27]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.
DOUGLAS LAFRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [28]

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

Assets Exceed £10 MILLIONS STERLING. The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE, at Current Rates.
WM. MEYERINK & CO.,
Hongkong, 3rd June, 1902. [2176]

"L'URHAINE" FIRE INSURANCE COMPANY, LD.
(Established 1833.)

The Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.
P. LEMAIRE & CO.,
Hongkong, 7th February, 1901. [27]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [25]

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710. The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [25]

SALAMANDER FIRE INSURANCE COMPANY.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
ROTH, JACOB & CO.,
Hongkong, 2nd April, 1900. [29]

NORTHERN ASSURANCE COMPANY.

The Undersigned AGENTS of the above Company are prepared to ACCEPT FIRE and Chinese Risks against FIRE at Current Rates.
URNER & CO.,
Hongkong, 2nd October, 1902. [2798]

GENERAL MARINE INSURANCE COMPANY, LIMITED, OF LONDON.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FOREIGN and CHINESE RISKS.
HOTZ, JACOB & CO.
Hongkong, 1st September, 1902. [2327]

ON SALE AT LOCAL BOOKSELLERS.

THE FRENCH IN TONKIN AND SOUTH CHINA: By ALFRED CUNNINGHAM. Sixty Illustrations and One Map. Price \$3.

NOTICE.

FR. BLUNCK, SILK LACE MANUFACTURER.
Will hold a CHRISTMAS SALE from 1st November to 15th November, and 15th December to 24th December.

ALL LACES, GRASSCLOTH EMBROIDERIES and GRASSCLOTH DRAWN-WORK will be REDUCED 15 per cent. FOR CASH ONLY.

All Goods are of the Best Quality and Workmanship. The largest stock in these lines. Inspection cordially invited.
Hongkong, 22nd October, 1902. [2805]

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Carriages Wagons and Harness Coaches Carts For all Purposes. Saddlery Goods. Buggies Street Sprinklers Phaetons Street Sweepers STUDEBAKER BROS. MFG. CO. Branches: South Bend, Indiana, U.S.A. Branches: New York, N.Y. Factors cover countries: Portland, Ore., Chicago, Ill. and are the Largest: San Francisco, Kansas City, Mo. and the Largest: Salt Lake City, Utah. Cable: Chicago "STUDEBAKER".	ELECTRIC GENERATORS AND MOTORS. FOR DIRECT OR ALTERNATING CURRENT WORK. Northern Electrical Mfg. Co., Chicago, Wis., U.S.A. Ask for Catalogue No. 249. Responsible agents wanted. HARVESTING MACHINERY. Adriance, Platt & Co., Poughkeepsie, New York, U.S.A.	WELL-DRILLING & BORING PLANTS. Everything required to sink deep wells for Oil, Gas, Minerals or Water. Oil Well Supply Co., Pittsburgh, Pa., U.S.A.	WOOD-WORKING MACHINERY. Berlin Machine Works, Beloit, Wis., U.S.A.	GASOLINE VAPOR LAMPS. For Store, Street and Home Use. The Turner Brass Works, Chicago, U.S.A. Cable address: "Turner", Chicago.	BOILERS AND RADIATORS. For Steam and Water Heating. Pierce, Butler & Pierce Mfg. Co., Manufacturers, Agencies: Detroit, Syracuse, N.Y., U.S.A.	ROLLING STEEL DOORS AND SHUTTERS. Steel Cases and Shelving for Merchandise and Stock Cages. The Kinross Mfg. Co., Columbus, O., U.S.A.	TOOLS —For all workers in metal or wood. Catalogue No. 16A free. The L. S. Starrett Co., Athol, Mass., U.S.A.	BARREL-MAKING MACHINERY. The Peter Gerlach Company, Cleveland, O., U.S.A.	SAFES. (Fire Resisting). The Hall's Safe Co., P. O. Box 346, Cincinnati, O., U.S.A.	HATS. E. P. Knox, Fifth Ave., New York, U.S.A.	LANTERNS—DIETZ. R. E. Dietz Company, Established 1840, New York, U.S.A.	JEWELERS' FINDINGS. Brooch, Toggles, Joints, Catches, Swivels, &c. Geo. E. Fuller & Son Co., Scrubby Whitehall, Connecticut, U.S.A. Correspondence solicited.
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OCEAN STEAM SHIP COMPANY, LD.

FROM	OUTWARDS.	THROUGH	TO
GLASGOW and LIVERPOOL	"TANTALUS"	On 8th November.	DUN
GLASGOW and LIVERPOOL	"ALCINOUS"	On 13th November.	DUN
GLASGOW and LIVERPOOL	"PELEUS"	On 3rd December.	DUN
FOR	HOMEWARDS.	THROUGH	TO
LONDON	"MENELAUS"	On 11th November.	20 SAIL
LIVERPOOL DIRECT	"DEUCALION"	On 26th November.	20 SAIL
(Taking Cargo at London Rates)	"AGAMEMNON"	On 21st November.	20 SAIL
LONDON	"TANTALUS"	On 9th December.	20 SAIL
LIVERPOOL DIRECT	"ALCINOUS"	On 26th December.	20 SAIL
(Taking Cargo at London Rates)			

Hongkong, 28th October, 1902.

BUTTERFIELD & SWIRE, AGENTS.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

FROM	OUTWARDS.	THROUGH	TO
GLASGOW and LIVERPOOL	"TEENKAI"	On 10th November.	DUN
GLASGOW and LIVERPOOL	"MOYUNE"	On 27th November.	DUN
GLASGOW and LIVERPOOL	"OUPEAK"	On 10th December.	DUN

FOR	HOMEWARDS.	THROUGH	TO
LIVERPOOL DIRECT	"PINGSUET"	On 8th November.	20 SAIL
(Taking Cargo at London Rates)			

TRANS-PACIFIC SERVICE.

FOR	THROUGH	TO
VICTORIA, SEATTLE, TACOMA, and	"YANGTZE"	On 31st October.
ALL PACIFIC COAST PORTS, VIA	"TEENKAI"	On 21st November.
NAGASAKI, KOBE & YOKOHAMA	"MOYUNE"	On 29th November.

Hongkong, 30th October, 1902.

BUTTERFIELD & SWIRE, AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR	THROUGH	TO
SHANGHAI	"HANYANG"	On 30th October.
TIENTSIN and NEWCHANG	"KWBIYANG"	On 10th November.
THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 15th November.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

Hongkong, 30th October, 1902.

BUTTERFIELD & SWIRE, AGENTS.

PORTLAND & ASIATIC STEAMSHIP CO.

FROM	THROUGH	TO
SAIGON, HONGKONG, via SHANGHAI, INLAND SEA, OF JAPAN, MOST KOREA & YOKOHAMA	"HANYANG"	On 30th October.
ONWARDS IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.	"KWBIYANG"	On 10th November.
INDRAPURNA	"HANYANG"	On 14, 1902
INDRAPURNA	"HANYANG"	On 14, 1902
INDRAPURNA	"HANYANG"	On 14, 1902

Hongkong, 28th October, 1902.

ALLAN CAMERON, GENERAL AGENT.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO., LTD.

FROM	THROUGH	TO
STRAITS, STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.	"HANYANG"	On 30th October.
PLYMOUTH AND LONDON	"KWBIYANG"	On 10th November.
THROUGH BILLS OF LADING ISSUED FOR	"TSINAN"	On 15th November.

Captain C. L. Danks, carrying His Majesty's Mails, will be despatched from this office on SATURDAY, the 8th November, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars apply to—
H. A. HEWITT, Superintendent.
Hongkong, 27th October, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

FROM	THROUGH	TO
FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEDZ, and PORT SAID.	"HANYANG"	On 30th October.
(Taking Cargo at through rates to the BRAMBLA to SOUTH AFRICA, AFRICA, GULF, RED SEA, BLACK SEA, ADRIATIC, VENETIAN ADRIATIC PORTS.)	"KWBIYANG"	On 10th November.

The Company's Steamship "MARQUEE RACQUEM" will be despatched from this office on SATURDAY, the 10th November, at Noon, taking passengers and cargo for the above ports.

For further particulars apply to—
SANDER, WISLER & CO., Agents.
Hongkong, 24th October, 1902.

STEAM FOR BALTIMORE AND NEW YORK.

THE French Steamer

"CHARLES TIBERGHIE" will be despatched for the above ports on or about 5th November.

For Freight, apply to
HONGKONG, 15th October, 1902. [2743]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.
THE Steamship

"GLENARTNEY" Captain Stevenson, R.N.M., will be despatched as above on SATURDAY, the 14th November.

For Freight or Passage, apply to
McGREGOR, BROS. & GOW.
Hongkong, 28th October, 1902. [2871]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
Captain P. T. Holmes will be despatched as above on THURSDAY, the 20th November, at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Starboard and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 24th October, 1902. [2842]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LONDON, CHINA, STRAITS, and other ports, for the service of the Natal Line.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

ATLAS, American ship, McKay.—Standard Oil Co.
MANUEL LLAGUNA, American ship, Nicholls.—Standard Oil Co.
PALGRAVE, British 4-m. barque, Robt. Coutts.—Order.

NOTICE TO CONSIGNEES.

"BARBER" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. "CROYDON" FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst. at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 23rd October, 1902. [2826]

NORTHERN PACIFIC STEAMSHIP COMPANY.

STEAMSHIP "CLAVERING" FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE and MOI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MASSILIA" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

The vessel brings on Cargo—
From London, &c., via S. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., To-day, the 24th inst.

Goods not cleared by the 31st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.
Hongkong, 24th October, 1902. [1]

HONGKONG STEAMERS.

Anping Maru, Jap. str., 1,058, Goto, Oct. 18.
Mitsui Bussan Kaisha
Bangkok, German str., 1,225, Busche, Oct. 29.
Bradley & Co.

Borg, Norwegian str., 718, Matheson, Oct. 27.
Bradley & Co.
Canton, British str., 1,110, Stalker, Oct. 26.
Jardine, Matheson & Co.

Chelydra, British str., 1,374, Cox, Oct. 24.
Jardine, Matheson & Co.
Chottanham, British str., 2,415, Brophy, Oct. 28.
Bradley & Co.

Choyang, British str., 1,424, Mitchell, Oct. 22.
Jardine, Matheson & Co.
Clavering, British str., 3,328, Barton, Oct. 23.
Dodwell & Co. Limited.

Dechma, German str., 734, Schalkjier, Oct. 29.
Derranow, Wier & Co.
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HOTEL INTERNATIONAL.

THE CHEAPEST HOTEL in Macao.

Beautifully situated in Praya Grande, next to Government House.

Apply to—
THE MANAGER.
Hongkong, 4th October, 1902. [2851]

HONGKONG SUBSCRIPTION LIBRARY.

18, BANK BUILDINGS, WYNDHAM STREET, FOUNDED in 1891 by DR. CANTLEY, and conducted for several years by H. E. POLLOCK, Esq., K.A.

Trustees—Hon. J. R. STEWART-LOCKHART, C.M.G., G. B. DOWELL, Esq., Hon. R. SHEWAN.

Subscriptions payable in advance:
\$7.50 per half year;
or \$15.00 per month.

The Library contains, in addition to fiction a number of standard works of Biography, History, Travels, &c., and works of Reference and it is hoped to maintain it up to date.

Subscribers are allowed to take 3 books at a time. Intending Subscribers are requested to apply to—
BERNARD LANKESTER, Hon. Secretary & Treasurer, Care of JOHN D. HURSTON & CO., Hongkong, 15th September, 1902. [105]

DENTAL SURGEON.

Office Hours—9 A.M. to 5 P.M.
Hongkong, 19th March, 1902. [2458]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resistant. THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES—
Loaded with Powder only. 8.00
Powder only. 8.60
Ejector Brass Cases. 7.50

Apply to—
WM. SCHMIDT & CO., Gunmakers, Hongkong, 3rd July, 1902. [11839]

ROYAL AERATED WATERS MANUFACTORY.

HAS OPENED a Town Depot at Lee House St. to receive orders for their New and Excellent High-Class Pure Filtered AERATED WATERS. Ice Drinks, Ice Cream, Ice Milk, Sandwichees, Tea, Excellent Cakes—especially prepared by Europeans—obtainable at our Depot.

Our Depot is a very convenient one for ladies after a few hours' shopping to call at our Depot for a few minutes' rest and enjoy a cup of nice tea or cold drink.

Open daily from 7 a.m. to 10.30 p.m.
Factory and Office—West Point, Tel. 367.
Depot—Lee House Street, Telephone 374.
F. P. DAN-NBERG, Manager.
Hongkong, 21st October, 1902. [2486]

GRACE & CO., Importers and Exporters of Foreign and Colonial POSTAGE STAMPS.

53, Peel Street, Hongkong, have just received for sale at their stall at Hongkong Hotel Corridor a large variety of new Pictorial Post Card Albums, Pictorial Post Cards, Panoramas of Hongkong, Macao, Canton, Chinese Costumes, Views, &c., &c., in Photo type and Coloured Colotype. A assortment of Postage Stamp Albums, Leaves, Hinges, Tweezer and other Philatelic goods. Prices to suit all Customers. Correspondents wanted. Foreign orders promptly attended to. Cash with order or 1st class reference.

Open daily from 7 a.m. to 10.30 p.m.
Factory and Office—West Point, Tel. 367.
Depot—Lee House Street, Telephone 374.
F. P. DAN-NBERG, Manager.
Hongkong, 21st October, 1902. [2486]

APOL & STEEL PILLS.

A Remedy for all febrile affections, including Biliousness, Constipation, Flatulence, &c.

Prepared by A. E. WATSON & CO., Ltd., HONGKONG.

MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

BUDWEISER BEER.

EXTRA PALE LAGER in CLEAR BOTTLES. OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

THE BREWERY LAGER BEER IN THE WORLD.

This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilised after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.
Hongkong, 25th July, 1902. [243]

JAPAN COALS.

MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO. LONDON BRANCH—34, LIME STREET, E.C. HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

WINCHESTER CARABINES

12 SHOT REPEATING. CALIBRE .44.

Excellent arm for Travellers in the interior of China as well as Officers of Coast Steamers. ALSO CARTRIDGES IN STOCK.

LUTGENS, EINSMANN & CO.,

14, DES VEXES ROAD. [2746]

FIRMS who are obliged to give up Liquor

Trade owing to the increase of Liquor Licence and who like to come to an arrangement with another Firm before they retire from this business, are requested to communicate with—
Care of Daily Press Office, Hongkong, 23rd October, 1902. [2861]

A. LING & CO.,

68, QUEEN'S ROAD CENTRAL. FURNITURE STORE. PLATED, GLASS, AND CROCKERY WARE, &c., &c. AND FOCHOW LACQUERED WARE. Hongkong, 7th October, 1902. [2667]

RUINANT PERS & FILLS, REIMS

Established 1714. CHAMPAGNE GROWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEINER & CO., Sole Agents. Hongkong, 17th May 1895. [14]

PURE FRESH WATER

THE HONGKONG STEAM WATER BOAT CO., LTD. is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers. Call Ring W. J. W. KEW, Manager, 2nd, Des Vaux Road. Hongkong, 13th June, 1902. [165]

FOREIGN AND COLONIAL STAMP DEALER.

No. 39, WYNDHAM STREET, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED. 15 to 25 per cent. Discount Allowed. [155]

JUST ARRIVED EX "TIENTSIN."

A Large Stock of CHOCOLATES of various kinds in fancy boxes and retail by the lb. All kinds of SWEETS, HUNTLEY and PALMER'S ASSORTED CAKES and BISCUITS.

An immense stock of TOYS and DOLLS. All Articles at very moderate prices. F. C. PATRICK & CO., 40, Lyndhurst Terrace. Hongkong, 25th October, 1902. [2839]

FOR SALE.

THE Undersigned have been instructed to offer for sale privately, Sundry Lots of Machinery, at the WANCHAI MACHINERY GODOWNS and ENGINEERING ESTABLISHMENT, CROSS LANE, HONGKONG.

Comprising—
STEAM LAUNDRY MACHINERY, MARINE STEAM ENGINE, ROLLER TUBS, DRIVING ENGINES, LATHES, WINDLASS, CRANES, WINCHES, FIRE ENGINES, STEEL BOILER, STEAM SPREADING BEAR, STEAM HAMMER, ONE MERRYWEATHER'S PATENT STEAM FIRE ENGINE, DONKEY PUMPS, HYDRAULIC LIFTING PRESSES, 8 HYDRAULIC JACKS (new) from 6 to 20 tons, PARKER'S PARALLEL VIBES, ONE STRONG SCREWING MACHINE, Four New CAPSTANS, one set of PLATE-BENDING ROLLERS, &c., &c., &c.

A Large Quantity of ANGLE IRON ROUND and SQUARE STEEL BARS of Various Sizes, and Six CHINA OF BRASS CONDENSED TUBES, suitable for Condensing Engines.

The Engineering and Moulding Shops are in progress working order and can be sold as going concerns if required.

For further particulars, apply to
HUGHES & HOUGH, Broken and Auctioneers. Hongkong, 4th October, 1902. [2650]

SURGEON DENTIST.

No. 10, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 22d September, 1902. [2528]

HONG CHONG & CO.,

TAILORS, DRAPERS AND OUTFITTERS. ESTABLISHED IN HONGKONG FOR OVER 30 YEARS

